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HYLAN OBSTRUCTION IS CITED BY McANENY

Transit Commissioner Says Mayor Tries to Thwart Every Move.

14TH STREET 'EXAMPLE'

Sixteen Months' Time and \$100,000 Interest Lost—Similar in Queens.

CITY'S PLAN IS DECIED

Chairman Insists It Is for Blocking Purposes, Since It Never Was Submitted.

Mayor Hylan as a chronic obstructionist was the theme of a review made yesterday by George McAneny, chairman of the Transit Commission. Setting forth analytically and chronologically the major improvements the commission has sought to achieve in its eighteen months' life in the interest of the public Mr. McAneny cited record after record to prove how every attempted betterment has been delayed or thwarted by the defiant or dilatory attitude of the Mayor and the Board of Estimate.

Chairman McAneny's statement in full follows:

"The evidence that the Mayor has obstructed every form of transit relief, except such as might be given through his 'municipally operated' buses, is abundant, and to my mind conclusive.

"The plans of the Transit Commission for securing more and better service on all of the lines, taken up immediately after its appointment, included:

"(1) The completion of the subway and other lines belonging to the dual system that it found unfinished.

"(2) The preparation of a five-year program of entirely new subway building.

"(3) The taking of steps to compel the Interborough and B. R. T. companies to put on more trains and cars, and to give better service generally upon the present rapid transit lines.

"(4) The restoration of single fare rides and free transfers on the surface car system, and

"(5) The working out of a plan for auxiliary bus lines.

"The most important item of unfinished subway work was the Fourteenth street-Eastern District line, running across Fourteenth street from Sixth avenue in Manhattan under the East River to Williamsburg and thence to East New York. On the rushing of this line depended the relief of all the Brooklyn elevated lines now reaching Manhattan through the Centre street loop and transferring uptown at Canal street.

Regarding Canal Street Crowding.

"These lines the commission found to be densely congested. The crowding at Canal street had become a menace. There was every reason, therefore, for putting pressure on the Fourteenth street tunnel work. The subway itself the commission found practically finished. The track work and station finish remained.

"On May 25, 1921, the commission sent to the Board of Estimate the contract for the railroad ties on which the tracks were to be laid, a contract that had been awarded to the lowest bidder at \$93,400.

"In the face of repeated requests for speed, answered only by dilly-dallying in the board, no action was taken on this contract until April 28, 1922, when the Board of Estimate finally approved it. In the meanwhile the completed tunnel lay idle for the better part of a year. The companion contract for treated ties, sent to the board on July 6, 1921, for \$15,500, also was approved on April 28, 1922.

"The commission could do nothing about awarding a contract for the tracks themselves until the ties had been provided for. On July 6, 1922, however, a contract for the track work, awarded to the second lowest bidder at \$222,850, was sent to the Board of Estimate.

"The commission explained at the time that it had found the lowest bidder incapable of fulfilling a contract. The law permitted an award to the second lowest. The board, however, sent it back for re-advertising. On August 16, the commission having advertised for new bids, and received only one, made a new award at \$241,450, \$19,600 in excess of the bid the Board of

Estimate had rejected. Two months later, on October 13, the Board of Estimate finally gave its approval of this bid.

"After a year and four months of delay, the last state of the Fourteenth street work is, therefore, about to be undertaken. Not only has there been a waste of several hundred thousands of dollars in interest charges because of the blockade in the Board of Estimate, but the eastern district of Brooklyn has been deprived of its subway.

"While all this was going on, the Locomotive extension of the Eastern Parkway line in Brooklyn—being a mile of elevated track leading toward Brownsville—was similarly held up. The structure had been completed, but a request for \$24,047 for a signal tower, essential to operation, sent to the Board of Estimate by Commissioner Delaney on March 15, 1921, six weeks before the Transit Commission took office, was held for something over a year and two months, no approval being given until June 9, 1922. In the meanwhile, no trains could be operated over any part of this extension, and the Brownsville district was kept that much further from relief.

"On November 22, 1921, the commission awarded the contract for the extension from Grand Central Terminal across Forty-second and Forty-third streets to Eighth avenue, at a figure of approximately \$4,000,000. Although this work had been long delayed, and although both the Board of Estimate and the Mayor months before had approved changes in the route designed to hasten it, no action whatever was taken until four months after the date of the award by the commission. Every description of pressure was exerted by the civic bodies of Queens and by the commission itself, but the Board of Estimate held up its approving vote until March 24, 1922.

"Early in the present summer the commission, acting with the railway companies, the engineers of the B. R. T. and Queens and Long representatives of the Queens civic bodies, worked out a plan under which joint operation of the Interborough and B. R. T. trains from the Queensboro Plaza to Astoria and beyond would be immediately effected. This called for an appropriation of \$107,000. The contracts for the work were sent to the Board of Estimate on August 1. They have not been approved yet.

"These are the cases in which the delays have proven most serious. Many others might be cited.

"No Action on Transit Plan."

"The commission presented its plan for new subways in May last. The routes selected were those recommended by its engineers in the order of immediate importance. They cover thirty-six route miles and would involve an expenditure for construction of \$218,000,000, and for equipment of approximately \$100,000,000 more. Some of the routes covered have already been legalized by the Board of Estimate and the courts. Others require the approval of the Board of Estimate before any further steps could be taken leading toward the preparation of plans and contracts.

"The more important of these routes received the announcement that no present action would be taken upon any of them. On the contrary, on September 1 the Mayor presented his now familiar 'plan' for the construction of enormous new mileage, the recapture of part of the existing dual subway system, and for 'municipal operation.'

"I need say nothing more than I have said about the merits of this scheme. That it was intended, however, for mere blocking purposes can hardly be doubted. There is immediate proof of this in the fact that none of the plan, even if possible, could be put into effect until it had been submitted for the consideration and approval of the Transit Commission, and that the Mayor declared that it would not be so submitted.

"The fact that all of the city's available borrowing capacity in eight would be required for payment in cash to the Interborough and B. R. T. companies for recapture purposes alone, and that nothing, therefore, would be left for actual subway building for years ahead, offers further proof under this head.

Added Service Obtained.

"The commission, at the outset of its term, found the chief obstacle in the existing lines in the financial difficulties of the companies. As rapidly, however, as these were overcome, it prepared and issued orders for added service.

"The Interborough subway system through the operation of additional trains and cars was increased 10 per cent. As this used practically all of the equipment in the company's possession orders were issued for the purchase of new cars. The first 100 of these are now being manufactured; 200 more will follow. A condition of their operation is, however, that the city have more yard and shop facilities to take care of them.

"Contracts for such facilities have been before the Board of Estimate on and off since March, 1921. They met the same fate as the subway construction contracts. Although it was repeatedly explained that the subway crowding could not be adequately relieved until the new cars were delivered and that the shop and yard facilities of to-day were taxed far beyond their capacity, delay on delay was the only response.

"The firm of Gibbs & Hill, consulting engineers employed to examine into and advise the commission on the whole matter of the maintenance of the companies' rolling stock, in a report dated September 21 last said among other things:

"The only repair shops for the entire Interborough subway system are located at 14th street and Locust avenue. These were originally designed to provide for the care of 50 cars and were

ample; later a 20 per cent. extension was made. The equipment is now 1,500 cars, and more are on order; furthermore, additions will be needed each year. Our personal inspection of the shops showed that these facilities are grossly inadequate even for the present.

"What is imperatively needed is that the comprehensive plans which were prepared several years ago for enlarging these shops by extending southward to 147th street should be authorized and carried out in the shortest possible time. Unfortunately it will take about two years to make the extensions after they are authorized. A portion of the work only, namely the enlargement of the machine shop, is now under way. Even this cannot be completed in less than a year.

Leads to Operation Delays.

"These shops are among those the commission has been denied. The report of the engineers continues to show that, owing to the almost impossible conditions under which repair work must be handled, the proportion of failures in train operation since the commission's first considerably increased schedule order on May 31 had become almost prohibitive. The commission is bound to admit that its further orders requiring the operation of still more trains were issued in the face of advice of the engineers. Their report concluded:

"If it is at all possible to accelerate the work on this shop and complete it at an earlier date than that in prospect it ought to be done. If not a temporary shop should be built. We believe the schedule should not be increased until such relief is provided."

"After more than a year of delay on the part of the Board of Estimate in acting on the contracts for this work, the commission, in June last, prepared and sent to the Board of Estimate plans for temporary shops and yard facilities, and received no answer. They were, without exception, rejected, and the delays continued. The increased train service, although proceeding under such difficulties as these, has afforded the traveling public a great measure of relief; but the problem of what to do with the first batch of new cars intended for further relief when they are delivered is still in the question.

Must Have Surface Lines.

"The commission does not believe in building any new surface lines. The city, however, will not for many years be able to do without the most of those that are now in service. Out of 2,500,000,000 total passengers last year 1,840,000,000 rode on the street cars. This figure proclaimed constantly that if he has his way the surface tracks will be torn up. He has discouraged every effort to help the surface riders except, again, through the constant bids on them. What is to be done otherwise with the surface riders when the tracks are torn up he does not say.

"When the commission, on the report of its consulting engineer, some months ago discussed the possibility of discontinuing some of the Brooklyn lines there was loud public protest. That protest would be louder if the Mayor's ideas were more clearly understood. If there were better means of transportation open to the street car riders, they would take them to-day.

"If the Mayor believes that continued running down of the surface lines which, in their present condition, he

characterizes as 'junk,' will convert 40 per cent. of the entire traveling public of the city to a preference for bus riding, he is apt to find himself very much in error.

"The Transit Commission proposes to keep the lines so long as they are serviceable; to find the means of putting them in better condition; of repairing, or to replace them with more up to date ones, and to give them a right of way on the street area they occupy through the rush hours that would double their speed. It considers them indispensable in the present situation.

"Buses Have Proper Place."

"The commission has frequently announced that, as part of its general plan for the unification of facilities at a five cent fare and with transfer privileges, it would include bus lines wherever it could be done. On many of the short hauls they would be an improvement on the surface cars. They can be used as feeders for the rapid transit lines. They have, in short, their very proper place in the plan. But they must be operated under legal authority, just as other transportation facilities are operated. The law requires not only the granting of franchises by the Board of Estimate, which case continues in this way to control the layout of business, but the approval, as well, of the Transit Commission.

"During a year and a half, while the Mayor has been illegally operating the present buses, and until the Supreme Court finally forbade their operation, not a single request was made of the Transit Commission for its approval of any one of the routes in question.

"Now that the matter is officially before the commission, it is going thoroughly into the whole subject. It will preserve all of the lines that are serving a useful public purpose, and encourage the layout of others. In other words, good bus service as well has been delayed through the Mayor's obstructive policy.

"These are a few more 'typical instances.' The point of my statement of yesterday I think is obvious."

SAYS HYLAN'S SCHEME MEANS DOUBLE FARES

Le Roy T. Harkness Analyzes Brooklyn Problems.

Transit Commissioner Le Roy T. Harkness gave out a statement yesterday showing the double fares which would result from the operation by the city of the new Fourteenth Street-Eastern subway line if the Mayor's plan for ripping apart the transit system should be accomplished.

The usefulness of this line depends upon its connection with the elevated system at East New York, even more than upon its value to the district through which it runs. In this respect it somewhat resembles the proposed Brooklyn Crosstown line, which is before the Board of Estimate for approval.

"Studies show," said the Commissioner, "that about 4,500,000 passengers now using other transit facilities or living adjacent to the new Fourteenth Street-Eastern line are awaiting its opening to use it. Of this number, it is estimated that 3,500,000 will come directly or by transfer from existing elevated lines of the B. R. T. system, and that only about 1,000,000 passengers will originate at new stations on the line.

"Whether at the point of connection with the elevated lines at East New York or at points where the company's

elevated lines intersect the subway along its route, virtually all of the 3,500,000-7,000,000 in both directions would be compelled to pay the second fare. No alternative five cent route would be available anywhere. The double fare would amount to \$3,500,000, and might be doubled by 1927, when the Mayor says he can recapture the line.

"The double fares at the principal transfer points affecting Brooklyn passengers may be summarized as follows:

Point.	Passengers, Amount.
Prospect Park station.	48,708,926 \$2,438,946
Canal street.	48,708,926 2,180,405
Sea Beach-Prospect avenue connection.	19,474,693 973,734
Fourteenth street.	72,000,000 3,500,000
Total.	188,963,519 \$9,443,175

"The ticket sales on the Sea Beach branch from its Coney Island terminal to its connection with the Fourth avenue subway," he said, "amounted in the year 1922 to 19,474,693. Under Mayor Hylan's so-called plan Sea Beach passengers would have to change cars at the point of connection. Virtually all of these would have to pay another fare to continue their trip by the city-operated line or find some other route.

"In 1919 the ticket sales were 12,811,855. The increase was, therefore, 6,662,838, or about 50 per cent. during the three year period 1919-1922. If this ratio of increase should continue until 1927—the year fixed by the Mayor for recapture and city operation—the number of second fares demanded annually would be 35,628,688, which would impose a total of \$1,751,934.40 upon the unfortunate users that line.

"Assuming that these passengers return by the same route the amount imposed for additional fares would be doubled, and would amount to \$3,563,868.80."

NOT HYLAN'S AMANUENSIS.

John G. Saxe said last night that he was not the author of a statement issued by Mayor Hylan assailing State officials engaged in investigating registration frauds, as was charged yesterday by Abraham S. Gilbert, Deputy Attorney-General. Mr. Gilbert was quoted as saying that the letter referred to was "prepared" by Mr. Saxe.

"I had nothing whatever to do with this letter," said Mr. Saxe.

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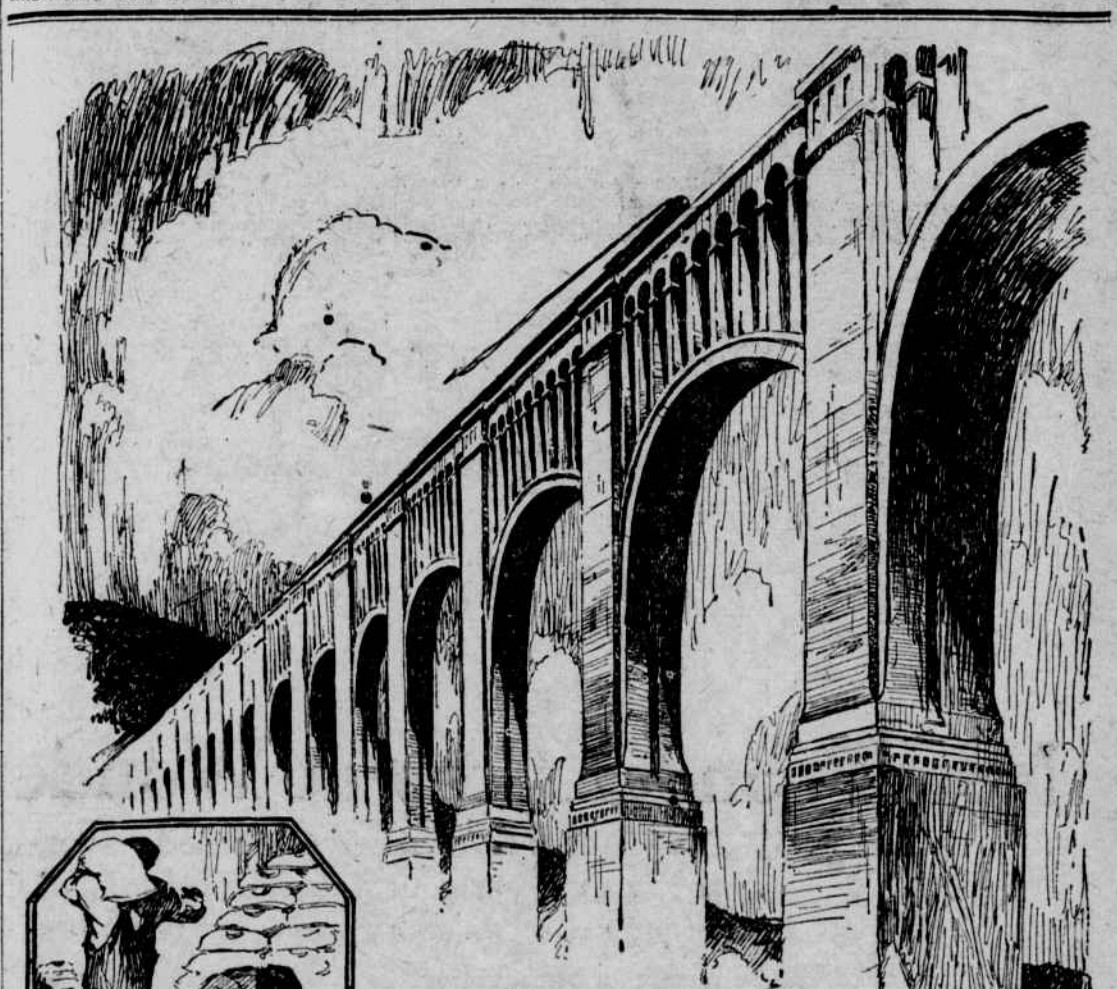
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